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Construction in Chungking requires large quantities of lumber; consequently, ten carloads of poles and lumber from the Kuan-hsien area west of Ch'eng-tu are being delivered in Chungking each day. Occasionally, trains leave Nei-chiang for Ch'eng-tu loaded only with bricks and tiles. Heavy and bulky machinery is being carried by rail which could not be handled by highway or on the streams, or else only at prohibitive prices. Furthermore, freight rates by rail have been reduced to less than 20 percent of the charges for highway transport.

DAIREN SHOP BUILDS STEEL COACHES -- Peiping, Jen-min Jih-pao, 28 Aug 53

Peiping, (Hsin-hua) -- The attempt of the Dairen Locomotive and Car Manufacturing Works to build hard-seat passenger coaches has proved successful. Modern scientific techniques were used in designing and building these coaches. The roofs and sides of the cars are of steel plates that are electrically welded, not riveted. Thus, the cars are rugged and durable. They are completely air-conditioned and the workmanship is of very fine quality.

CHINESE COMMUNISTS START SURVEYING FOR CH'ENG-TU--K'UN-MING LINE -- Peiping, Jen-min Jih-pao, 19 Aug 53

Chungking, 18 August (Hsin-hua) -- To further exploit the resources of the Southwest and to develop its transportation facilities, the work of surveying for the track bed of a railway between Ch'eng-tu and K'un-ming has been started. The rough survey of the line was finished in April 1953. Three surveying teams, including about 1,000 men, are now at work on different sections of the line.

The first section will commence at Nei-chiang, a station on Ch'eng-tu--Chungking railway line and proceed southward to I-pin. Thence, after crossing the Yangtze River near this point/ it will parallel the south bank of the Yangtze for some distance and then follow some smaller rivers to K'un-ming. Its whole length is to be 810 kilometers.

It will not only provide a connecting link between Szechwan and Yunnan provinces, but will make possible connections with portions of Kweichow and Sikang provinces. Noted places along the route are the salt wells at Tzu-kung, the coal mines at Hsu-nan, and regions that produce tung oil, varnish, herbs, hog bristles, mu-erh edible fungus from trees, mushrooms, and other native products. At K'un-ming, this railway will connect with the Yunnan--Vietnam line, and by that line with the famous tin mines at Ko-chiu.

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